

**SOUTHERN INDUSTRIAL GROWTH.**

The industrial growth of the South as shown from time to time in the semi-annual reviews, is suggestive in many ways. And this industrial growth has set in since the close of the war, about twenty years ago. According to the figures of the Baltimore Manufacturers' Record, the industrial growth of the fourteen Southern States has increased from \$36,534,000 to \$63,618,200 in the past six months, and this immense sum represents about all kinds of industrial enterprises. The South is no longer dependent upon the North, not even for its wash-basins and combs, and prayer-books and matches as it was before the "unpleasantness," when nearly the whole body of the people were engaged in agriculture; and where the whole body of the people are thus engaged a home market for any considerable surplus of the crops is a simple impossibility. The grower of cotton, or tobacco, or rice, or wheat, or corn has neither head or desire to purchase a like product; he is always a seller, not a buyer of the commodity. If his excess over his wants cannot find consumption in his own neighborhood, it must be sent to a distant one for that purpose; and if customers or consumers cannot be found nearer than Liverpool, his growths must cross the ocean in search of a market. His pay, after deducting the cost of a long transportation and the profits of many middlemen, comes back in the shape of cloth, clothing, boots, shoes, utensils, implements, furniture, and the whole round of articles required to meet the demands of household and plantation or farm life. Many tons of raw material are exchanged for a ton of finished products. A piece of dress silk or bolt of broadcloth represents a number of bales of cotton, or hogsheds of tobacco, or tierces of rice, or bushels of wheat or of corn, packed in small compass. The tax of transportation on the outgoing freight is large and onerous, because of the great bulk of the commodity; that on the incoming freight is small and easily borne, because of the diminutive bulk. These several taxes come out of the pockets of the several producers; for he who is dependent upon a distant market for his products must either himself pay the cost of their transportation to that market or else sell to some trader who will, the price received not being minus the sum required to remove the purchase to such market. In this transaction each several agriculturist is a considerable loser, on account of the large size and weight of his raw material; while the manufacturer suffers only a trifling loss, his finished product being compact and usually light.

Such is the system of exchanges which long prevailed at the South, as a necessary outgrowth of the divorce of diversified industry from agriculture and trade, that section having refused to accept manufacturing development because believed to be inimical to the economic theory of capital owning its labor.

On the contrary, the North, particularly the eastern portion, which adopted tariff protection and elevating force, became the middlemen who purchased the surplus of the South's plantations and paid for it in wares and merchandise. Her producers were always in debt for supplies, and evermore discounting the growing crops. Indeed, for a quarter of a century previous to the Rebellion, there were very few days when she was not indebted to the productive North to the value of one season's growth of cotton. Her dependence upon distant markets for almost every necessary, comfort, convenience and luxury of life not extracted from the soil in the shape of a raw material was complete, universal, helpless and discreditable. It was a case of humiliating dependence. But all this is now being changed. The South is utilizing its raw material, and its capital no longer remains buried under ground. Ideas are being circulated, brains are coming to the front and the South now has industrial exhibitions of its own wares of reproductive industry. Indeed in some respects so rapid has been this industrial development that the North and South are exchanging places in some respects.—*American Cultivator.*

—A curiosity of engineering, in the form of a tiny steam engine, has been made by an ingenious clock-maker. It weighs only about fifteen grains, and is entirely covered by an ordinary thimble.

**DRY SOIL FOR POULTRY.**

Those who contemplate making poultry a business must bear in mind that any kind of a location will not answer. Wet, clammy soil, that is slow to dry, and usually of the consistency of paste after a rain, may do well for a small flock of hens that have plenty of range, but for a large number, divided into families, as they must, to be successful, it will cause disease. A large flock of fowls confined on sticky ground may be compared to a large herd of hogs in the same predicament. The surroundings soon become unhealthy and as heat and moisture are favorable to the development of disease germs the conditions will be favorable for all the ills that can arise. If those living in sections where the soil is naturally heavy desire to engage in poultry raising extensively they must first thoroughly under-drain the location upon which the yards are to be placed, and they will be amply repaid in the excellent health of the fowls, as roup is the great pest that annually destroys thousands of birds. The yards must also be occasionally spaded or plowed, so as to turn under all the filth of the surface. A light sandy soil is the best for poultry, but, of course, everyone cannot be favored with the kind of soil desired, though each person engaged in raising poultry should endeavor to make the ground ready for the enterprise before constructing the houses, as the health, vigor and productiveness of the fowls depend upon the dryness of the soil.—*Farm, Field and Stockman.*

**BEES AND FRUIT GROWING.**

It seems unwise that all fruit growers do not keep bees. The blossoms from whence the fruit is produced afford ample pasturage for the bees and the insects save what would be lost and unprofitable without them. The bees possess the advantage of requiring no room of consequence on the surface of the ground. Their work is literally in the air, where they do not come in conflict with anything else. The proper method of fruit growing is to utilize the orchards for all they will produce. Bees are necessary to orchards in some respects, but as they are capable of rewarding their keeper without entailing upon him the necessity of procuring material from which to produce honey they always insure a profit. There are those who maintain that there is but little profit to be obtained from bees, but profit means that which is over and in excess of the total cost, and whether it be great or small it is so much gained and saved. The fruit grower has some advantages for keeping bees. He naturally is compelled to provide feeding material for insects, and if he does not utilize the honey given by his trees he allows himself to be deprived of so much that is just as salable as the fruit, and which is produced at less expense, not so perishable, and more easily shipped. We might extend the field of operations and claim that trees, bees and poultry could together occupy the same land, but until the fruit grower realizes that he should keep bees, and is willing to give the colonies his attention (which is not necessarily great), he should not undertake the other. Success means to utilize all the available space and to leave no stone unturned in order to accomplish all the ends desired. Honey is a valuable commercial product, and the demand is annually increasing.

**RANK GRASS IN PASTURES.**

When there is an excess of grass in proportion to stock early in the season the result will be seen in rank patches of grass in pastures. This is probably because such grass is tainted with the odor of fresh manure. The grass itself is not injured, and is in fact presumably richer than that grown on poor soil. If cut and made into hay it will be readily eaten next winter. It should be cut early so that the second growth may start quickly. This will come when fresh seed is less abundant, and the rank grass will probably be kept cropped close during the remainder of the season.—*Er.*

—Avoid getting the boar fat. Feed him no corn at all, and allow him plenty of room for exercise. If too fat he will be of but little service, and as it will be less expensive to keep him in moderate condition, it is a matter of economy not to feed him heavily.

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**DRUGGISTS,**

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Pure Drugs and Patent Medicines,

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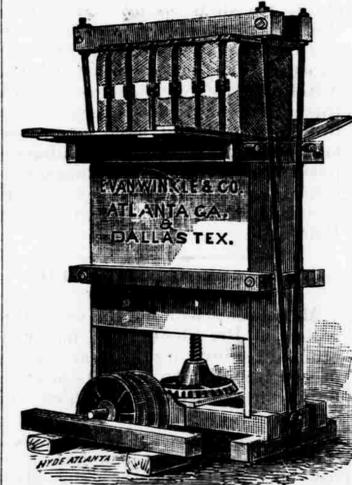
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PIEDMONT AIR-LINE ROUTE. Condensed Schedule in effect July 4, '86. Trains Run by 75° Meridian Time.

**SOUTHBOUND—DAILY.**

Live New York	No. 50, 12:00 night	No. 52, 3:40 pm
" Philadelphia	" 7:20 a m	" 6:03 "
" Baltimore	" 9:50 "	" 9:00 "
" Washington	" 11:15 "	" 11:00 "
" Charlottesville	" 3:45 p m	" 3:00 am
" Lynchburg	" 6:05 "	" 5:15 "
" Richmond	" 3:25 "	" 2:00 "
" Burkeville	" 5:21 "	" 4:05 "
" Keyesville	" 5:58 "	" 4:44 "
" Drakes Branch	" 6:14 "	" 5:00 "
" Danville	" 9:00 "	" 8:04 "
" Greensboro	" 11:00 "	" 9:48 pm
" Goldsboro	" 11:50 am	" 5:00 "
" Raleigh	" 5:00 pm	" 10:30 am
" Durham	" 6:07 "	" 1:12 pm
" Chapel Hill	" 6:55 "	" 10:20 am
" Hillsboro	" 6:47 "	" 2:20 pm
" Salem	" 7:15 "	" 6:10 "
" High Point	" 11:53 "	" 10:16 "
" Salisbury	" 12:57 a m	" 11:23 "
Ar. Statesville	" 1:20 "	" 12:29 "
" Asheville	" 1:00 "	" 6:21 "
" Warm Springs	" 3:05 pm	" 8:52 "
Live Concord	" 1:46 "	" 11:59 "
" Charlotte	" 3:40 "	" 1:50 "
" Spartanburg	" 5:46 "	" 3:34 "
" Greenville	" 7:04 "	" 4:49 "
Ar. Atlanta	" 1:30 pm	" 10:40 "

**NORTHBOUND—DAILY.**

Live Atlanta	No. 51, 6:00 pm	No. 53, 8:40 am
Ar. Greenville	" 12:25 am	" 2:30 pm
" Spartanburg	" 1:34 "	" 3:43 "
" Charlotte	" 4:40 "	" 6:25 "
" Concord	" 5:53 "	" 7:25 "
" Salisbury	" 6:10 "	" 8:01 "
" High Point	" 7:25 "	" 9:08 "
" Greensboro	" 7:53 "	" 9:43 "
" Salem	" 11:28 "	" 12:30 am
" Hillsboro	" 11:54 "	" 1:55 "
" Durham	" 12:28 pm	" 4:40 "
" Chapel Hill	" 1:00 "	" 7:00 "
" Raleigh	" 1:35 "	" 11:00 "
" Goldsboro	" 4:40 "	" 11:30 pm
" Durham	" 10:00 am	" 1:04 am
" Drakes Branch	" 12:35 pm	" 1:04 am
" Keyesville	" 12:51 "	" 3:04 "
" Burkeville	" 1:30 "	" 3:57 "
" Richmond	" 3:30 "	" 7:00 "
" Lynchburg	" 12:55 "	" 2:00 "
" Charlottesville	" 3:15 "	" 4:10 "
" Washington	" 8:30 "	" 8:30 "
" Baltimore	" 11:25 "	" 10:03 "
" Philadelphia	" 3:00 a m	" 12:35 pm
" New York	" 6:23 "	" 3:20 "

\*Daily except Sunday.

**SLEEPING-CAR SERVICE.** On trains 50 and 51, Pullman Buffet Sleeper between Atlanta and New York. Pullman Sleeper between Goldsboro and Warm Springs.

On trains 52 and 53, Pullman Buffet Sleeper between Washington and Montgomery, Washington and Augusta. Pullman Sleeper between Richmond and Greensboro. Pullman Sleeper between Greensboro and Raleigh.

Through tickets on sale at principal stations to all points. For rates and information apply to any agent of the company, or to C. W. CHEARS, Asst. Genl. Pass. Agent. E. B. THOMAS, Genl. Manager. RICHMOND, VA.

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**VALLEY MUTUAL**

**Life Association!**

—OF— STAUNTON, VA.

STATEMENT JAN. 1st, 1886:

ASSETS:	
United State Bonds	\$18,000.00
Bonds and Mortgages	85,000.00
Property	13,978.80
Cash on hand	13,827.58
LIABILITIES:	
Assessments Paid in Advance	\$ 805.63
Due Assessment Accounts	6,785.73

This Company was organized as recently as September 3, 1878, but the management and character of the Company has been such as to secure and enjoy the support of such of our leading business men as Col. A. B. Andrews, Maj. Robt. Bingham, Mr. R. T. Gray, Hon. A. C. Avery, Circuit Court Judge; Rev. Dr. C. T. Bailey, and other representative men throughout the State. Rates for Insurance lower than in any first-class reliable Company. J. F. HYATT, Wadesboro, N. C., General Traveling Agent for the State. C. W. VOGLER, Local Agent, Salem, N. C. Terms and assessments may be found at the office of the PROGRESSIVE FARMER, in Winston. 15-tf. C. W. VOGLER, Agent.

**A CARD.**

MR F H HYATT, Special Agent for the Valley Mutual Life Association, of Virginia. Sir:—Permit me to express my appreciation of the promptness and business-like manner with which you paid the Life Policy of \$8,000 on the life of John P. Secret, of Monroe, Union county. The action of your Company in thus promptly adjusting this claim must commend it to the favor of all honest people. H C ASHCRAFT, Guardian. Winston, N C, April 29, 1886.

**RYTTENBERG BROS.**

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Sole agents for the New High Arm Vertical Feed Davis Sewing Machine. All mail orders will receive prompt attention. Samples sent on application. RYTTENBERG BROS. 15-3m.

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CLOCKS, JEWELRY, SPECTACLES, &c., &c., &c., —W. T. VOGLER'S— Watchmaker and Jeweler, Main Street, - - Winston, N. C.

—REPAIRING— done promptly, and all work warranted. 4-3m.

**CAROLINA CENTRAL RAILROAD COMPANY,**

OFFICE OF SUPERINTENDENT, Wilmington, N. C., Sept. 27, 1885.

**CHANGE OF SCHEDULE.**

ON AND AFTER THIS DATE, THE FOLLOWING Schedule will be operated on this Railroad: PASSENGER, MAIL AND EXPRESS TRAIN: DAILY EXCEPT SUNDAYS.

No. 1	Leave Wilmington at 7:00 P. M.	Leave Raleigh at 7:25 P. M.	Arrive at Charlotte at 7:30 A. M.
	Leave Charlotte at 8:15 P. M.	Arrive at Raleigh at 9:00 A. M.	Arrive at Wilmington at 8:25 A. M.
No. 2	Leave Wilmington at 7:40 A. M.	Arrive at Laurinburg at 8:45 P. M.	Leave Laurinburg at 8:15 A. M.
	Arrive at Charlotte at 8:40 P. M.	Leave Wilmington at 8:45 A. M.	Arrive at Laurinburg at 5:30 A. M.
	Arrive at Wilmington at 8:40 P. M.	Leave Laurinburg at 5:30 A. M.	Arrive at Wilmington at 8:25 A. M.

LOCAL FREIGHT—Passenger Car Attached. Leave Charlotte at 7:40 A. M. Arrive at Laurinburg at 8:45 P. M. Leave Laurinburg at 8:15 A. M. Arrive at Charlotte at 8:40 P. M. Leave Wilmington at 8:45 A. M. Arrive at Laurinburg at 5:30 A. M. Arrive at Wilmington at 8:40 P. M.

Local Freight between Wilmington and Laurinburg Tri-weekly—leaving Wilmington on Mondays, Wednesdays and Fridays. Leave Laurinburg on Tuesdays, Thursdays and Saturdays.

Passenger Trains stop at regular stations only, and Points designated in the Company's Time Table. SHELBY DIVISION, PASSENGER, MAIL, EXPRESS AND FREIGHT. Daily except Sundays.

No. 3	Leave Charlotte at 8:15 A. M.	Arrive at Shelby at 12:15 P. M.
No. 4	Leave Shelby at 1:40 A. M.	Arrive at Charlotte at 5:40 P. M.

Trains No. 1 and 2 make close connection at Hamlet with R. & A. Trains to and from Raleigh. Through Sleeping Cars between Wilmington and Charlotte and Raleigh and Charlotte. Take Train No. 1 for Statesville, Stations on Western N. C. R. R., Asheville and points West.

Also, for Spartanburg, Greenville, Athens, Atlanta and all points Southwest. L. C. JONES, Superintendent. W. F. CLARK, Gen'l Passenger Agent.

**Cape Fear & Yadkin Valley Railway Co.**

**Condensed Time Table No. 13.**

**TRAIN NORTH.**

	Arrive.	Leave.
Bennettsville	8:30 a. m.	
Shoe Heel	9:40 a. m.	9:50 a. m.
Fayetteville	12:00 m.	12:25 p. m.
Sanford	2:15 p. m.	2:25 p. m.
Ore Hill	3:45 p. m.	3:40 p. m.
Liberty	4:37 p. m.	
Greensboro	6:00 p. m.	

Dinner at Fayetteville.

**TRAIN SOUTH.**

	Arrive.	Leave.
Greensboro	9:50 a. m.	
Liberty	11:15 a. m.	
Ore Hill	12:00 m.	12:00 m.
Sanford	1:30 p. m.	1:45 p. m.
Fayetteville	3:50 p. m.	4:00 p. m.
Shoe Heel	6:05 p. m.	6:15 p. m.
Bennettsville	7:30 p. m.	

Dinner at Sanford. Freight and Passenger Train leaves Bennettsville Tuesdays, Thursdays and Saturdays at 2:30 p. m., arriving at Shoe Heel at 4:20 p. m., and at Fayetteville at 8 p. m. Leaves Fayetteville on Tuesdays, Thursdays and Saturdays at 6:30 a. m., Shoe Heel at 10 a. m., and arrives at Bennettsville at 12 m. Freight and Passenger Train North leaves Fayetteville daily at 5 a. m., (connecting at Sanford with Freight and Passenger Trains to Raleigh), leaving Sanford at 11:30 a. m., and arriving at Greensboro at 5:40 p. m. Leaves Greensboro daily at 5 a. m.; leaves Sanford at 11:15 a. m. and arrives at Fayetteville at 2:40 p. m. JOHN M. ROSE, General Passenger Agent. W. M. S. DUNN, Gen. Superintendent.